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SMALL BUSINESS

**MBE Certified**  
Charles County  
Howard County  
Prince George's County

**MFD Certified**  
Montgomery County

**CORPORATE OFFICE**  
**Baltimore, MD**

Suite H  
9900 Franklin Square Drive  
Baltimore, Maryland 21236  
410.931.6600  
fax: 410.931.6601  
1.800.583.8411

**DELMARVA OFFICE**  
443.290.4060

**SOUTH CAROLINA OFFICES**  
Columbia: 803.422.9965  
Rock Hill: 803.693.4216

**FIELD OFFICE LOCATIONS**

Arkansas  
Florida  
Maine  
Mississippi  
New York  
North Carolina  
Ohio  
Pennsylvania  
South Carolina  
Texas  
Utah  
Virginia  
West Virginia

May 11, 2023

James D. Gaston, III  
Town Administrator  
Town of Brentwood  
4300 39<sup>th</sup> Place  
Brentwood, MD 20722

RE: Town of Brentwood, MD  
**TRAFFIC AND PARKING STUDY**  
Prince George's County, Maryland  
Our Agreement No.: 2023-0517  
Bill Group No.: 001

Dear Mr. Gaston:

The scope and fee below relate to a Traffic and Parking Study for the Town of Brentwood, Maryland (the "Project"). *The Traffic Group* (a certified Prince George's County MBE) is pleased to submit the following agreement (this "Agreement") for your consideration.

A detailed RFP or scope has not been provided and therefore our firm has made assumptions and recommendations for the type of study that is needed to address traffic, parking, and safety conditions within the Town.

We have attached a list of communities where we have provided similar services.

Recent traffic/safety studies include but are not limited to:

- ***Town of Bethany Beach, DE – 15,000 population in summer***
- ***Town of Martin's Addition in Montgomery County, MD – 325 residential units***
- ***Grosvenor Homeowners Association in Bethesda, MD – 2,323 residential units***
- ***Bulle Rock in Harford County, MD – 2,000 residential units***

**DESCRIPTION OF WORK (HEREINAFTER, THE "SERVICES"):**

1. Conduct a field inspection and examine all the streets within Brentwood, Maryland.
2. Observe traffic, safety and parking conditions during the morning, midday, and evening peak periods.
3. Determine and prepare exhibits detailing existing parking and safety conditions within Brentwood, Maryland. Primary observations will be conducted along 38<sup>th</sup> Street and US 1.
4. Conduct intersection turning movement counts from 7–9 AM and 4–6 PM at up to 10 intersections to be mutually agreed upon.
5. Conduct analysis relating to traffic conditions at the 10 intersections and make recommendations, if any, for changes to improve traffic flow and safety.
6. Prepare a Draft report outlining our findings, recommendations, and conclusions.

7. Attend either virtually or in person, a Town meeting, to present our findings.
8. Make changes to our report based upon meeting with Town elected officials.
9. Prepare a final report to be submitted to the Town.

**NOTE:** If additional services are requested by you or a government agency, we will provide an additional cost agreement or conduct the work on an hourly basis with your authorization.

### **ESTIMATED TIME OF COMPLETION:**

6 to 8 weeks to complete Draft report.

### **FEE:**

**Lump Sum = \$38,000.**

Meetings and hearings beyond those identified above are not included.

Travel time, meetings, and hearings will be billed on an hourly basis. Our hourly rates are available upon request.

This Agreement, the obligations of the parties hereto, and the Services provided by The Traffic Group, Inc. shall be governed by the Standard Terms & Conditions attached hereto as Exhibit A, which are expressly incorporated herein in their entirety and made a part of this Agreement.

While The Traffic Group, Inc. will not discuss details of the work it is performing on behalf of the Client, the firm is permitted to promote the fact that it has been retained by the Client through posts on its website or in social media, or through news releases or other promotional vehicles.

If the terms and conditions of this Agreement are acceptable to you, please countersign below, return this copy to me, and keep a copy for your files. Each executed counterpart of this Agreement will be deemed to be an original copy of this Agreement and all counterparts together will be deemed to constitute one and the same agreement. Faxed or other electronically delivered signatures may be used in lieu of original signatures and shall constitute effective execution and delivery of this Agreement.

We look forward to working with you on this Project.

Sincerely,



John W. Guckert, PTP  
President & CEO

JWG:amr/tmr

(M:\Proposals\2023\2023-0516\_Town of Brentwood, MDP\DOCS\PROPOSALS\BG001\_Proposal\_Traffic and Parking Study\_Gaston.docx)

This Agreement (including the Standard Terms & Conditions attached hereto as Exhibit A, which are expressly acknowledged as being received) as stated herein is hereby accepted by the undersigned. The undersigned is an authorized officer or representative of the Client and possesses the power and authority to execute this Agreement on behalf of the Client. The undersigned hereby agrees to unconditionally and irrevocably guarantee full payment and performance of the obligations of Client set forth herein. The undersigned hereby executes this Agreement, under seal, as of the date first set forth above, and upon such execution, authorization to proceed is hereby granted.

Company Name/Responsible Party:

\_\_\_\_\_

By: \_\_\_\_\_ (SEAL)

Printed Name: \_\_\_\_\_

Title: \_\_\_\_\_

Company Address: \_\_\_\_\_

\_\_\_\_\_

Phone No.: \_\_\_\_\_

Email: \_\_\_\_\_

Date: \_\_\_\_\_

**Special Billing Instructions:** \_\_\_\_\_

\_\_\_\_\_

## **EXHIBIT A**

### **STANDARD TERMS & CONDITIONS**

Capitalized terms used herein shall have the means set forth in the agreement between The Traffic Group, Inc. and the Client.

#### **PAYMENT FOR SERVICES:**

Invoices for Service may be issued semi-monthly or as otherwise appropriate for the level of work activity as determined in the sole and absolute discretion of The Traffic Group, Inc. Payment is due thirty (30) calendar days from date of invoice. Any late payment shall constitute a material breach of, and default under, the attached Agreement and the unpaid balance shall accrue interest at the monthly rate of one and one-half (1½%) percent per month. Any collection efforts undertaken by The Traffic Group, Inc. (including but not limited to referral to an attorney or collection agency, by judicial proceeding or otherwise) commenced to enforce this Agreement (including recover amounts due under the Agreement), shall become the responsibility of Client and all of The Traffic Group, Inc.'s reasonable costs and expenses associated with the enforcement, including without limitation, attorney's fees, court costs and expenses, whether incurred prior to or during the enforcement action, shall be added to the balance due under the Agreement. The Traffic Group, Inc.'s remedies under the Agreement are cumulative and in addition to, and not in lieu of, any other remedies allowed by law or equity except where specifically stated otherwise herein.

Should invoices remain outstanding for a period in excess of thirty (30) days from the date of the invoice, The Traffic Group, Inc. shall have the sole right to suspend and/or discontinue the Services associated with the Project without penalty. Upon payment of invoice, Client and The Traffic Group, Inc. shall readjust schedules accordingly. No work product, deliverable or other materials will be released or provided to the Client until delinquent accounts have been satisfied in full.

If Client materially breaches this Agreement in any respect, The Traffic Group, Inc. shall be entitled to the immediate payment from Client of all amounts which are or would become due and payable to The Traffic Group, Inc., throughout the full term of the Project including this Agreement, plus interest, in addition to any other remedies allowed by law or under this Agreement.

Should Client decide to terminate this Agreement prior to the completion of the Services contemplated in this Agreement, Client agrees to compensate The Traffic Group, Inc. in full for all Services performed to date prior to the termination.

To the extent that Client's Project constitutes or involves the improvement of property, Client acknowledges that The Traffic Group, Inc.'s Services constitute work for or about the improvement and, as such, constitutes an integral part of said construction or development as set forth in the Maryland Mechanics Lien Law.

In the event Client is a corporation, partnership, limited liability company or any other legal entity, the individual whose signature appears on the Agreement, whether executing the Agreement on behalf of Client or otherwise, hereby agrees to be bound by the terms and conditions set forth in this Agreement and does hereby personally guarantee, jointly and severally with Client, payment for any and all Services, costs, fees, charges, and expenses arising out of or due in connection with the Agreement or The Traffic Group, Inc.'s work for Client.

#### **COMPLIANCE WITH STANDARDS; WAIVER OF REPRESENTATIONS AND WARRANTIES; SPECIAL AND EXTRA SERVICE**

The Traffic Group, Inc. shall provide all work, services, and activities in accordance with the Description of Work set forth in this Agreement, in a manner consistent with all applicable codes, laws, regulations, standards and ordinances ("Standards") for the location of the Project, using all commercially reasonable efforts and in a timely manner. Any request by Client which The Traffic Group, Inc. believes could cause or result in a violation of the applicable Standards, The Traffic Group, Inc. shall so advise Client. If Client disagrees with The Traffic Group, Inc.'s assessment, The Traffic Group, Inc. may terminate this Agreement upon five (5) days-notice without penalty. Client shall remain liable to The Traffic Group, Inc. for all services provided through the date of termination.

OTHER THAN COMPLIANCE WITH THE STANDARDS IN A COMMERCIALY REASONABLE MANNER, THE TRAFFIC GROUP, INC. MAKES NO OTHER REPRESENTATION, EXPRESS OR IMPLIED, AND NO WARRANTY AND/OR GUARANTEE IS INCLUDED OR INTENDED TO BE INCLUDED IN THIS AGREEMENT OR IN RELATION TO THE SERVICES PROVIDED BY THE TRAFFIC GROUP, INC. UNDER THIS AGREEMENT.

The Traffic Group, Inc. will provide certain services in addition to those listed in the Agreement when such services are requested in writing and authorized by the Client and subsequently agreed to by The Traffic Group, Inc. Such services may include special requests, other than those required by the Agreement; additional meetings requested beyond those identified in the Agreement; changes due to causes beyond the control of The Traffic Group, Inc.; changes due to modifications in the Land Use Plan submitted to The Traffic Group, Inc.; special additional services which may be required if the work is suspended, abandoned, or extended; or any other special engineering services not included above which may be requested. Payment to The Traffic Group, Inc. when authorized, as compensation for these services, shall be in accordance with our hourly rates set forth in the Agreement, and under the same invoicing scheduled as set forth herein.

#### **FILES AND DRAWINGS**

Upon satisfaction of all outstanding invoices, Client shall be entitled to make and retain a copy of all data, files, drawings and, if applicable, reports generated by The Traffic Group, Inc. relating to this Project. It is expressly acknowledged and agreed that the ORIGINAL data, files, drawings and, if applicable, reports, are the property of The Traffic Group, Inc. The Traffic Group, Inc. shall retain all such data, files, and original drawings generated in the performance of the Services for a period of time necessary will remain in possession of The Traffic Group, Inc. for a maximum of five (5) years after being generated.



**LIABILITY FOR ACCURACY OF DATA PROVIDED TO THE TRAFFIC GROUP, INC.**

Client shall provide The Traffic Group, Inc. with all information necessary for rendering the services under the Agreement and the Client shall be liable for the accuracy or completeness of the data provided by the Client or any of Client's agents. Client shall obtain from the owner thereof any and all consents required to reproduce data protected by patent, trademark, service mark, copyright or trade secret, and Client indemnifies and holds The Traffic Group, Inc. harmless from any claims, demands, suits, actions, losses or damages against The Traffic Group, Inc. resulting or arising from the reproduction, use or distribution of such materials.

**LIMITATION OF LIABILITY/WAIVER OF CONSEQUENTIAL DAMAGES AND INDEMNIFICATION/NON-ASSIGNABILITY**

CLIENT AGREES TO ALLOCATE CERTAIN OF THE RISKS ASSOCIATED WITH THE PROJECT BY LIMITING THE TRAFFIC GROUP, INC.'S TOTAL LIABILITY TO CLIENT, SUBJECT TO AVAILABLE INSURANCE PROCEEDS, ARISING FROM THE TRAFFIC GROUP, INC.'S SERVICES, ERRORS, OR OMISSIONS AND FOR ANY AND ALL CAUSES INCLUDING NEGLIGENCE, STRICT LIABILITY, BREACH OF CONTRACT, OR BREACH OF WARRANTY, INJURIES, DAMAGES, CLAIMS, LOSSES, EXPENSES, OR CLAIM EXPENSES (INCLUDING REASONABLE ATTORNEY'S FEES) UNDER THIS AGREEMENT TO THE FULLEST EXTENT PERMITTED BY LAW. THE TRAFFIC GROUP, INC.'S LIABILITY SHALL BE LIMITED TO THE LESSER OF THE ACTUAL COSTS OF THE TRAFFIC GROUP, INC.'S SERVICES PAID THROUGH THE DATE OF THE EVENT TRIGGERING LIABILITY OR AVAILABLE AND APPLICABLE INSURANCE PROCEEDS.

The Client further agrees that The Traffic Group, Inc. shall not be liable for any special, incidental, indirect, punitive, or consequential damages. Rather, Client's sole remedies, upon proper notice to The Traffic Group, Inc., shall be to (a) permit The Traffic Group, Inc. the opportunity to address any and all claims relating to unsatisfactory services provided the Client provides such notice within 30 days of the completion of such Service; and (b) if Client remains unsatisfied with The Traffic Group, Inc.'s Services, to terminate this Agreement.

Client shall indemnify and hold The Traffic Group, Inc. harmless against any claim, demand, suit, action, loss or damage resulting or arising from injury to or death of any employee or agent of The Traffic Group, Inc. (including consultants, subcontractors, or associates retained by The Traffic Group, Inc. for the purpose of fulfilling the terms of the Agreement) while on Client's property or arising out of any act or omission of the Client, its employees or agents.

No part of the Agreement or any other understanding or agreement between The Traffic Group, Inc. and Client may be assigned by Client without The Traffic Group, Inc.'s express written approval, executed by an authorized officer of The Traffic Group, Inc., such approval to be granted at the sole and absolute discretion of The Traffic Group, Inc.

**CONSENT TO JURISDICTION AND FORUM SELECTION**

The parties hereto agree that all actions or proceedings arising in connection with the Agreement shall be tried and litigated exclusively in the Courts of the State of Maryland, County of Baltimore (not City). The aforementioned choice of venue is intended by the parties to be mandatory and not permissive in nature, thereby precluding the possibility of litigation between the parties with respect to or arising out of the Agreement in any jurisdiction other than that specified in this paragraph. Each party hereby waives any right it may have to assert the doctrine of forum non conveniens or similar doctrine or to object to venue with respect to any proceeding brought in accordance with this paragraph, and stipulates that the Courts of the State of Maryland shall have in personam jurisdiction and venue over each of them for the purpose of litigating any dispute, controversy, or proceeding arising out of or related to the Agreement. The Client agrees to venue in the District or Circuit Court of Maryland for Baltimore County. Any final judgment rendered against a party in any action or proceeding shall be conclusive as to the subject of such final judgment and may be enforced in other jurisdictions in any manner provided by law.

**MISCELLANEOUS PROVISIONS**

The Agreement is binding upon and shall inure to the benefit of the parties hereto, and their respective, successors-in-interest, and assigns. The Agreement shall be governed by the laws of the State of Maryland without regard to any conflicts of laws rules. Whenever possible, each provision of the Agreement will be interpreted in such manner as to be effective and valid under applicable law, but if any provision of the Agreement is held to be prohibited by or invalid under applicable law, such provision will be deemed severable and ineffective only to the extent of such prohibition or invalidity, without invalidating the remainder of such provision or the remaining provisions of the Agreement.

The Agreement constitutes the entire and integrated agreement and understanding between the parties with respect to the subject matter hereof and may only be modified by an agreement signed by all of the parties hereto. A waiver of any term herein or the acquiescence by The Traffic Group, Inc. to insist upon strict compliance with any term or condition recited herein shall not constitute a waiver or any subsequent default or failure, whether similar or dissimilar.





38th Street (MD 208)

Rhode Island Avenue (Rt. 1)

Rhode Island Avenue (Rt. 1)

# Brentwood, Maryland







## **WES GUCKERT, PTP**

### **President & CEO**



*Merging Innovation and Excellence®*



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### ***“A Leader in Sustainable Transportation Solutions”***

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Wes Guckert is a certified Professional Transportation Planner (PTP), a Fellow with the Institute of Transportation Engineers, and a past Instructor in the Office of Executive Education at Harvard University. He presently serves on the Leadership Council of the National Small Business Association (NSBA) and has served in a leadership position for a National Product Council with Urban Land Institute (ULI). Wes is also a member of the Texas A&M Transportation Technology Advisory Council, whose purpose is to advise Texas A&M Engineering on connected and automated transportation research; RELLIS Campus development for transportation technology research and testing; and Texas A&M Campus Transportation Technology Initiative deployment.

Wes served in the United States Air Force where he had mastered Vietnamese, served on a flight crew, and as a defense intelligence officer, flew over 110 combat missions during an 18-month deployment in Southeast Asia.

Mr. Guckert is an expert in traffic engineering and transportation planning. He is a technical adviser in traffic impact analysis, traffic signal design, traffic circulation, access studies, and transit planning. He has played a major role in more than 9,000 projects in urban and suburban areas in the mid-Atlantic and has consulted on projects throughout the United States and internationally. As president of The Traffic Group, Inc. -- a traffic engineering and transportation planning specialty firm he founded in 1985 after working five years in the Maryland State Highway Administration's Traffic Division -- he has positioned his firm as a leading expert in automated parking and Bus Rapid Transit (BRT). The Traffic Group has conducted more than 200 miles of BRT concept plans for the public and private sectors in Maryland alone, while speaking on the topic and automated parking at numerous conferences and workshops nationally.

Mr. Guckert has provided consultation on projects throughout the United States and internationally, from Canada, Mexico, and the Bahamas, to Indonesia, Dubai, South Africa, Turkey, Saudi Arabia, and China.

Early in his career, Mr. Guckert served for five years with the Maryland State Highway Administration Traffic Division (OOTS). Prior to founding The Traffic Group, Inc., Mr. Guckert served as a traffic engineering consultant for eight years.

Mr. Guckert has provided consultation on dozens of mixed-use projects and Transit Oriented Developments (TOD/TAD); each containing from one to four million square feet of development.

Since founding The Traffic Group, Inc., a Service Disabled Veteran-Owned Small Business, Mr. Guckert has been responsible for providing a variety of traffic planning and engineering services to both the public and private sector. In the Federal space, he has directed the design and implementation of traffic access systems for the National Security Agency, the Pentagon, Army National Guard Headquarters, Naval Support Activity (NSA) Bethesda, and Joint Base Andrews. On the private side, his regional projects include Principio Business Park Logistics Center, Tradepoint Atlantic Logistics Center, Ports America (Seagirt), Viva White Oak, the National Business Park, Konterra, Belcrest Center Metro Station, Woodmore Towne Centre at Glenarden, Maple Lawn Farms, Annapolis Town Center at Parole, Westphalia Town Center, Owings Mills Metro Station, Greenbelt Metro Station, and King Farm. Mr. Guckert has undertaken Traffic and Transportation Studies for national retailers including, Wal\*Mart, Sam's Club, Target, Lowe's, Best Buy, Costco, and Home Depot.

In addition to Mr. Guckert's technical expertise, as a renowned expert in the field, he is often asked to serve as an expert witness, testifying before County and Municipal Boards, Local and Federal District Courts, and Planning Commissions on traffic engineering and transportation planning issues.

Mr. Guckert is sought after to provide presentations to various community and government associations. He travels throughout the U.S. speaking on the topics of self-driving vehicles, Bus Rapid Transit (BRT) systems, traffic calming measures and automated/mechanical parking systems.

# WES GUCKERT, PTP

## President & CEO

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### **Job History**

#### **1985 - Present**

*President, The Traffic Group, Inc.*

#### **1977-1985**

*Traffic and Transportation Planning Consultant*

#### **1972-1977**

*Assistant Regional Traffic Engineer*

*Maryland State Highway Administration-Traffic Division*

### **Educational Background**

*Bachelor of Science*

*University of the State of New York*

*Civil Engineering Preparation*

*Johns Hopkins University*

*Towson State University*

*Essex Community College*

*Traffic Engineering Preparation*

*Northwestern University Traffic Institute*

*University of Tennessee Transportation Center*

*University of Maryland*

### **Certifications**

Professional Transportation Planner (PTP)

### **Affiliations – Past & Present Membership**

American Planning Association (A.P.A.)

Baltimore County Economic Development

Commission (BCEDC) - Commissioner

Essex Community College Foundation

Former Board of Directors and President

Carson Scholars Fund – Chairman, VP, Secretary

Community Ambassadors' Program – Member

Mad Hatter's Charity Foundation – Co-chair

Wounded Warriors in Action Foundation – Member

Maryland Building Industry Association (MBIA)

Institute of Transportation Engineers (I.T.E.) - Fellow

International Council of Shopping Centers (ICSC)

Subcommittee on Planning of the Smart Growth Comm.  
appointed by Governor Parris N. Glendening

Suburban Maryland Transportation Alliance (SMTA)

The M.U.S.E. Foundation – Former Board Member

Transportation Research Board (T.R.B.)

Texas A&M Transportation Technology Advisory  
Council - Member

Urban Land Institute (U.L.I.)

U.L.I. Public Development & Infrastructure Council  
(PDIC) (a National Product Council) – Current Chair  
and immediate past Vice Chair

U.L.I. Self-Driving Car Working Group – Member

U.L.I. Technical Advisory Panels – Baltimore and  
Washington, DC

### **I.T.E. Professional Committees**

Committee No. 5P-5 - Capacities of Multiple  
Left-Turn Lanes

Committee No. 5P-07 - Traffic Counting Practices

Committee No. 5S-1 - Capacities of Triple  
Left-Turn Lanes

Internal Transportation Systems for Majority  
Activity Centers

Parking Facilities for Industrial Plants

Traffic Considerations for Special Events

### **Publications**

*What is Really Going to Happen as a Result of  
Autonomous Vehicles and New Mobility? – A Look  
into Year 2050 – #talkITS*

*Parking Generation Manual, 5<sup>th</sup> Edition – I.T.E.*

*Freight Forces the Issues for City Authorities” – ITS  
International, NAFTA Edition*

*Start Paying Attention Now – The ‘Driverless’ Car’s  
Impact on Real Estate” – Parking Today*

*Who – or What – Is Driving That 18-Wheeler? –  
Governing Magazine*

*Bus Rapid Transit Systems: A Growing Transit  
Solution – Mass Transit Magazine*

*The Impact of Driverless Cars on Real Estate – Mid  
Atlantic Real Estate Journal – DelMarVa*

*Want to Save Land, Construction Costs in Building a  
Garage? Try Automated Parking – Parking Today*

*Bus Rapid Transit Systems: a Viable Transit Solution  
– Government Technology*

*Why Bus Rapid Transit Makes Sense for Baltimore –  
Baltimore Business Journal*

*Baltimore Needs BRT – The Baltimore Sun*  
*If Purple Line Deal Collapses, There Is a Great  
Alternative – Washington Business Journal*

*Autonomous Vehicle: Cities Must Prepare for New  
Mobility – American City & County*

*Bus Rapid Transit Systems: A Viable Transit Solution  
– I.T.E. Journal*

*The Evolution of Adequate Public Facilities and Their  
Effectiveness as Growth Management Tools in*

*Maryland (Co-Author) - I.T.E. Annual Meeting*  
*Trip Generation Comparisons of Club Warehouse  
Stores – I.T.E.*

*Value-Oriented Retail Centers - A Follow-Up Report  
– I.T.E.*

### **White Papers**

*U.L.I. Member-Led Group Explores Autonomous  
Vehicles' Impact on Real Estate (Co-Author)*

*Transportation for National Harbor – Year 2025*

*SmartRoads™ - Dynamic Lane Markings Will Have  
an Increased Traffic Capacity Without Widening*

## WES GUCKERT, PTP

### President & CEO

*Use of Freeway Shoulders for Travel*  
*Summary of Maryland as it Relates to the 22<sup>nd</sup> Annual Highway Report – The Performance of State Highway Systems, The Reason Foundation*  
*Can a Managed Lane System Work Along US 29 in Montgomery County?*  
*Connected and Autonomous Vehicles 101- From a Traffic Planner*  
*A Brief History of Origin and Destination Studies and Where We are Today - The Age of ALPR*  
*All About Transit - XRT™ (BRT)*  
*ALPR-ANPR Why ALPR is a Safety Technology*  
*TMP – Transportation Management Plan*

#### **Mr. Guckert's Representative List of Presentations/Speaking Engagements**

*What is Business Development's Secret Sauce? – SAME Federal Small Business Conference – Nashville, TN*  
*Don't Wait to Prepare: The Transportation Revolution is Happening NOW! – IBTTA Annual Meeting & Exhibition – Halifax, Nova Scotia*  
*The Impacts of a Driverless Future on Real Estate (in the capacity of "Instructor in the Office of Executive Education") – Harvard University Graduate School of Design – Cambridge, MA*  
*Design Challenges to Accommodate Multimodal Transportation – BSCES Bertram Berger Seminar*  
*Parking Disruptors (AVs/TNCs/New Mobility) – Invesco Real Estate – New York, NY*  
*The Impact of Driverless Cars and TNCs on Parking and Real Estate –*  
ULI Washington Real Estate Trends Conference – Washington, DC  
NAIOP National Forums (Keynote Speaker) – Indian Wells, CA  
ICSC CenterBuild Conference – Phoenix, AZ  
ULI Toronto Symposium – Toronto, CA  
*Self-Driving Vehicles: Ready or Not, Coming to Montgomery County – Makeover Montgomery 3 – Silver Spring, MD*  
*Developing for a Driverless World – U.L.I. Boston Chapter – Boston, MA*  
*The Impact of Automated & Connected Vehicles on Parking and the Urban Setting – ITS America Exposition & Conference – San Jose, CA*  
*Traffic Calming Do's and Don'ts – Maryland Municipal League (MML) Summer Conference – Ocean City, MD*  
*Self-Driving Vehicles: Ready or Not, Coming to a City Near You –*  
I.T.E. Annual Meeting & Exhibit – Anaheim, CA  
National Parking Association (NPA)  
*Automated Parking – Best Practices and Applications – PIE (Parking Institute Exhibition) – Chicago, IL*

*Bridge Replacement and Associated Traffic Studies and Maintenance of Traffic - A Case Study – AASHTO – Sarasota Springs, NY*  
*Why Consider Bus Rapid Transit on Rockville Pike – BISNOW – Montgomery County, MD*  
*Assessing Current and Future Traffic Demand and Project Viability – SMTA Transportation Summit – Bethesda, MD*  
*The Benefits of a Semi-Automated/Mechanical Parking System – ICSC CenterBuild Conference – Phoenix, AZ*

#### **Examples of places where Mr. Guckert has testified as an expert witness or simply testified**

##### **CALIFORNIA**

City of Milpitas - City Council, Planning Commission

##### **MARYLAND**

Allegany County - Planning Board, Board of Appeals  
Anne Arundel County - Board of Appeals, Circuit Court, Zoning Hearing Examiner  
City of Annapolis - City Council, Planning Commission, Board of Appeals  
Baltimore City - Board of Zoning Appeals, City Council, Federal District Court, Planning Commission  
Baltimore County - Board of Appeals, Circuit Court, County Council, Planning Board, Zoning Commissioner  
Town of Bel Air - Board of Appeals, Planning Board, Town Commissioners  
Calvert County - Board of Appeals  
Carroll County - Board of Appeals, County Commissioners, Planning Board  
Charles County Town of Indian Head - Mayor and City Council  
Charles County - Board of Appeals, County Commissioners, Planning Board  
City of Frederick - Board of Appeals, City Council, Planning Commission  
Frederick County - Board of Appeals, County Commissioners, Planning Board  
Harford County - Planning Commission, Zoning Hearing Examiner  
Howard County - Board of Appeals Planning Board, Zoning Board  
Montgomery County - Board of Appeals, County Council, Zoning Hearing Examiner, M-NCPPC (Planning Board)  
Ocean City - Planning Commission, Board of Appeals  
Prince George's County - Council, Zoning Hearing Examiner, M-NCPPC (Planning Board)  
St. Mary's County - Planning Board  
Washington County - Board of Appeals, Planning Board  
Wicomico County - Planning Commission, Board of Appeals  
Worcester County - Planning Commission, County Commissioners

##### **MINNESOTA**

City of Brooklyn Center - Planning Commission

## **WES GUCKERT, PTP**

### **President & CEO**

#### **NEW JERSEY**

Holmdel Township - Planning Board

#### **PENNSYLVANIA**

City of Scranton - Board of Appeals, Planning Board

West Whiteland Township-Planning Board, Town Council

#### **VIRGINIA**

Arlington County - Board of Supervisors

Loudoun County - Planning Board

Prince William County - Planning Board and Board  
of Supervisors

#### **WASHINGTON, DC**

Superior Court and Board of Appeals

#### **Mr. Guckert's Representative List of Projects**

##### ***RETAIL, MIXED-USE, PARKING & TRANSIT PROJECTS***

Acibadem – Istanbul, Turkey

Annapolis Mall – Anne Arundel County, Maryland

Annapolis Town Ct @ Parole – Anne Arundel County,  
Maryland

Avenue at White Marsh – Baltimore County, Maryland

Belcrest Center Metro Station – Prince George's County,  
Maryland

Bowie New Town Center – Prince George's County,  
Maryland

Briarcliffe Mall – Myrtle Beach, South Carolina

Capital Center Retail – Prince George's County, Maryland

Center at Charlestown – South Carolina

Centre @ Hagerstown – Washington County, Maryland

Centre Pointe – Charleston, South Carolina

Dubai Festival City – United Arab Emirates

East Campus, UMCP – Prince George's County, Maryland

Fallsgrove – Montgomery County, Maryland

FBI Headquarters Consolidation

Great Mall of Arizona – Tempe, Arizona

Great Mall of the Bay Area – Milpitas, California

Greenbelt Metro Station – Prince George's County, Maryland

Human Genome Property-Traville – Montgomery County,  
Maryland

Iverson Mall – Prince George's County, Maryland

King Farm – Montgomery County, Maryland

Konterra T.C. – Prince George's County, Maryland

Largo Town Center – Prince George's County, Maryland

Mall at Steamtown – Scranton, Pennsylvania

Maple Lawn Farms – Howard County, Maryland

Menlyn Park Shopping Center – Pretoria, South Africa

MGM National Harbor – Prince George's County, Maryland

Montgomery Mall – Montgomery County, Maryland

National Business Park – Anne Arundel County, Maryland

New Carrollton Metro Station – Prince George's County,  
Maryland

Owings Mills Metro Center – Baltimore County, Maryland

Pantai Kapuknaga – Jakarta, Indonesia

Ports America (Seagirt) – Baltimore County, Maryland

Potomac Mills – Prince William County, Virginia

Principio Business Park Logistics Center – Cecil County,  
Maryland

QT 300 – Dalian, China

Tradepoint Atlantic Logistics Center – Baltimore County, Maryland  
University of Maryland East Campus – Montgomery County,  
Maryland

Viva White Oak – Montgomery County, Maryland

Waccamaw Factory Shoppes – South Carolina

Washington Adventist Hospital – Montgomery County,  
Maryland

Westphalia T.C. – Prince George's County, Maryland

Wheaton Plaza – Montgomery County, Maryland

Woodmore Towne Centre @ Glenarden – Prince George's  
County, Maryland

Zonk 'Izizwe – Johannesburg, South Africa



**WES GUCKERT, PTP**  
**President & CEO**



Merging Innovation and Excellence®



***“A Leader in Sustainable Transportation Solutions”***

### **Presentations/Speaking Engagements**

*The Tortoise and the Hare Fable: Lessons on Long Term Strategic Growth in Business* – A/E/C THRIVE Conference – Scottsdale, AZ, 2021

*What is Business Development's Secret Sauce?* – Society of American Military Engineers (SAME) Federal Small Business Conference – Nashville, TN, 2019

*Don't Wait to Prepare: The Transportation Revolution is Happening NOW!* – IBTTA Annual Meeting & Exhibition – Halifax, Nova Scotia, 2019

*The Impacts of a Driverless Future on Real Estate* (in the capacity of “Instructor in the Office of Executive Education”) – Harvard University Graduate School of Design – Cambridge, MA, 2019

*Design Challenges to Accommodate Multimodal Transportation* – BSCES Bertram Berger Seminar – Boston, MA, 2017

*Parking Disruptors (AVs/TNCs/New Mobility)* – Invesco Real Estate – New York, NY, 2017

*The Impact of Driverless Cars and TNCs on Parking and Real Estate* –

Harvard University Graduate School of Design (in the capacity of “Instructor in the Office of Executive Education”) – Cambridge, MA, 2017  
NAIOP National Forums (Keynote Speaker) – Indian Wells, CA, 2017

ICSC CenterBuild Conference – Phoenix, AZ, 2016

ULI Kansas City Chapter – Kansas City, MO, 2017

ULI NEXT Meeting – Washington, DC, 2017

ULI Toronto Symposium – Toronto, CA, 2017

ULI Washington Real Estate Trends Conference – Washington, DC, 2017

*Self-Driving Vehicles: Ready or Not, Coming to Montgomery County* – Makeover Montgomery 3 – Silver Spring, MD, 2016

*The Impact of Driverless Cars and Fleets of TNCs: How They'll Fundamentally Transform the Way We Travel and Commute* – ICSC CenterBuild Conference – Scottsdale, AZ, 2017

*Developing for a Driverless World* – U.L.I. Boston Chapter – Boston, MA 2017

*The Impact of Automated & Connected Vehicles on Parking and the Urban Setting* – ITS America Exposition & Conference – San Jose, CA, 2016

*Traffic Calming Do's and Don'ts* – Maryland Municipal League Summer Conference – Ocean City, MD, 2016

*Self-Driving Vehicles: Ready or Not, Coming to a City Near You* –

I.T.E. Annual Meeting & Exhibit – Anaheim, CA,

National Parking Association – Atlanta, GA, 2016

*Automated Parking – Best Practices and Applications* – PIE (Parking Institute Exhibition) – Chicago, IL, 2015

*Bridge Replacement and Associated Traffic Studies and Maintenance of Traffic - A Case Study* – AASHTO – Sarasota Springs, NY

*Why Consider Bus Rapid Transit on Rockville Pike* – BISNOW – Montgomery County, MD

*Assessing Current and Future Traffic Demand and Project Viability* – SMTA Transportation Summit – Bethesda, MD 2015

*The Benefits of a Semi-Automated/Mechanical Parking System* – ICSC CenterBuild Conference – Phoenix, AZ, 2015

*Why Consider Bus Rapid Transit on Rockville Pike* – BISNOW, 2015

*Assessing Current and Future Traffic Demand and Project Viability* – Suburban Maryland Transportation Alliance – Bethesda, MD, 2015

*Innovation 2014: The Best Ideas You Haven't Heard of Yet* – ICSC RetailGreen Conference, 2014

*Emerging New Ideas Panel Presentation: Robotic Parking* – Urban Land Institute Spring Meeting – San Diego, CA, 2013

*How a Roundabout is Different from a Traffic Circle and the Great Benefits of Roundabouts* – TransAction Transportation Conference – Atlantic City, NJ, 2012

*Montgomery County BRT...Lessons Learned* – The National Bus Rapid Transit Institute's BRT Symposium – University of Maryland, 2012

*Median-Based Bus Rapid Transit: High Value at Affordable Cost* – Makeover Montgomery, Innovative Strategies for Rethinking America's Suburbs Conference – Montgomery County, MD, 2011



## WES GUCKERT, PTP

### President & CEO

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*Sustainability of Existing and Proposed Local Street Systems* – Maryland Municipal League Annual Convention – Ocean City, MD, 2011  
*Montgomery County XRT Project* – 3<sup>rd</sup> Annual North American Strategic Infrastructure Leadership Forum – Washington, DC, 2011  
*An External Study for a Replacement Consolidated Federal Headquarters Facility* – ULI Fall Meeting and Urban Land Expo – Los Angeles, CA, 2011

#### **Published Work**

*Hitting the Brakes on Speed-Related Accidents* – Municipal World Canada, April 2023  
*Government Can Strike a Calming Balance Between Road Safety and Speed* – American City & County, March 2023  
*How Communities Balance Speed and Safety on the Roads* – Route Fifty, February 2023  
*Vision Zero: Making School Zones Safer for Children* – Maryland ASBO, Fall/Winter 2022  
*Pedestrian Fatalities are Surging. Here are Strategies to Bring them Down* – Route Fifty, May 2022  
*Is the Parking Lot Glut the Key to Creating Affordable Housing?* – Municipal World Canada, March 2022  
*Local Governments Must Be Proactive to Save Dying Shopping Centers* – American City & County, March 2022  
*Commentary - Cities and Counties Have Numerous Options to Turn Vacant Stores and Parking into Spaces that Can Benefit Everyone* – Route Fifty, March 2022  
*Revisiting BRT: Bus Rapid Transit Allows for More Sustainable Communities* – Municipal World Canada, January 2022  
*The Pandemic's Impact: The State of Maryland Traffic* – Municipal Maryland, Nov/Dec 2021  
*Why Communities Should Adopt Vision Zero to Curb Traffic Fatalities* – Route Fifty, November 2021  
*Cost, Flexibility Prompting Many U.S. Cities to Give BRT a Second Look* – American City & County, November 2021  
*The Intersection of Parking and Housing* – American City and County, March 2021  
*Retrofitting Parking Garages Could Help with Affordable Housing Shortage* – Route Fifty, March 2021  
*Competition for Curb Space* – Municipal World Canada, February 2021  
*Traffic Calming* – Municipal Maryland, Jan/Feb 2021  
*Maximizing the Curbside* – ITE Journal, December 2020  
*Complete Streets* – World Highways, October 2020

*Curb Enthusiasm: How to Make Money from the Side of the Road* – Traffic Technology Today, September 2020  
*Rethinking the Humble Curb* – American City & County, September 2020  
*Viewpoint: It is Now or Never for P3 on Maryland Highways* – Washington Business Journal, February 2020  
*Congestion Pricing: No Such Thing as a Free Ride* – ITS International, February 2019  
*Pedestrian Fatalities: What's Going On?* – GRIDSMART, July 2019  
*Smart Cities Changes in Transportation* – ITE Journal, August 2019  
*What is Really Going to Happen as a Result of Autonomous Vehicles and New Mobility?* – A Look into Year 2050 – #talkITS Spring 2019  
*Don't Wait to Prepare, A Transportation Revolution is Happening Now!* – Municipal World Canada, June 2019  
*The Trucking Industry Needs More Drivers, Not Less* – Baltimore Sun, March 2019  
*A Growing Transit Solution* – Traffic&Transit, July 2018  
*Driverless Cars' Impact on Construction* – Construction Executive, June 2018  
*Taking the Long View: What Driverless Vehicles will Mean for the Future of Land and Community Development, Roads & Bridges* February 2017  
*Freight Poses Growing Problem for City Authorities* – ITS International, NAFTA Edition, March 2017  
*Who – or What – Is Driving That 18-Wheeler?* – Governing Magazine, June 2017  
*The Impact of Driverless Cars on Real Estate* – Mid Atlantic Real Estate Journal – DelMarVa, July 2016  
*Want to Save Land, Construction Costs in Building a Garage? Try Automated Parking* – Parking Today, February 2015  
*Bus Rapid Transit Systems: A Viable Transit Solution* – Government Technology, July 2015  
*Why Bus Rapid Transit Makes Sense for Baltimore* – Baltimore Business Journal, July 2015  
*Baltimore Needs BRT* – The Baltimore Sun – July 2015  
*If The Purple Line Deal Collapses, There Is a Great Alternative* – Washington Business Journal, August 2015  
*Autonomous Vehicles: Cities Must Prepare for New Mobility* – American City & County, October 2015  
*Bus Rapid Transit Systems: A Viable Transit Solution* – I.T.E Journal, November 2015  
*A Robotic Revolution* – The Parking Professional Magazine – October 2014  
*Automated Parking: A Solution for Overcrowded Garages* – Parking Technology Today, October 2014



## **WES GUCKERT, PTP**

### **President & CEO**

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*Playing in Traffic* – Baltimore, Inc. Magazine, August 2004

*Analyzing the Traffic* – Construction Magazine, May 10, 2004

*The Evolution of Adequate Public Facilities and Their Effectiveness as Growth Management Tools in Maryland* (Co-Author) - I.T.E. Annual Meeting  
*Trip Generation Comparisons of Club Warehouse Stores* – I.T.E.

*Value-Oriented Retail Centers - A Follow-Up Report* – I.T.E.

### **White Papers**

*U.L.I. Member-Led Group Explores Autonomous Vehicles' Impact on Real Estate* (Co-Author)

*Transportation for National Harbor – Year 2025*

*SmartRoads™ - Dynamic Lane Markings Will Have an Increased Traffic Capacity Without Widening Use of Freeway Shoulders for Travel*

*Summary of Maryland as it Relates to the 22<sup>nd</sup> Annual Highway Report – The Performance of State Highway Systems, The Reason Foundation*

*Can a Managed Lane System Work Along US 29 in Montgomery County?*

*Connected and Autonomous Vehicles 101- From a Traffic Planner*

*A Brief History of Origin and Destination Studies and Where We are Today - The Age of ALPR*

*All About Transit - XRT™ (BRT)*

*ALPR-ANPR Why ALPR is a Safety Technology*

*TMP – Transportation Management Plan*



# Paul Dorr

## Director - Engineering Design

### General Experience

Paul Dorr has been with The Traffic Group since 1989. He is the firm's traffic calming expert and is involved in the design of Traffic Signal Design Plans and Special Provisions, Maintenance of Traffic Plans for special events, and Pavement Marking and Signing Plans. He has prepared hundreds of Conceptual Geometric Design Plans including Roundabout Analyses and Design, Pedestrian and Bicycle facility plans, and Parking Facility Designs. He is experienced in providing planning level Cost Estimates.

In addition to Mr. Dorr's extensive engineering design capabilities, he heads The Traffic Group's Engineering Graphics and Design Division. He is responsible for creating and managing the firm's design and graphic enhancements as it relates to design drawings, exhibits, and overlays of existing traffic design scenarios. Mr. Dorr also has extensive training in Automated Garage design.

### Sample Project Experience

#### **Bulle Rock Residential Community - City of Havre de Grace, MD**

Project Manager/Engineering Designer assigned to conduct on-site surveys and reviews of existing traffic conditions relating to pedestrian safety and vehicular circulation throughout the community. Provided traffic calming plans and specifications for multiple locations, signing and pavement marking plans, and security-gated access design modifications—follow-up speed studies conducted along roadways with newly installed traffic calming measures. New sidewalk connections with modified bus stop locations were recommended to provide safer student routes.

#### **Captains Cove Golf and Yacht Club Inc. - Greenback Ville, VA**

Engineering Designer assigned to conduct speed studies at 10 locations throughout the community to obtain speed data. Following on-site field observations and surveys (including existing bus stop locations and operations), prepared signage and pavement marking plans to increase pedestrian and vehicular safety at multiple locations. Prepared traffic calming plans and specifications with multiple preliminary cost estimates for pedestrian safety improvements. A comprehensive report of findings and recommendations were presented to the Board and Community members.

### EXPERIENCE

37 Years

### PROFESSIONAL ORGANIZATIONS/AFFILIATIONS:

Institute of Transportation Engineers (I.T.E.)

County Engineers Association of Maryland (CEAM)

American Society of Civil Engineers (ASCE)

Urban Land Institute  
Baltimore (ULI)

National Parking  
Association (NPA)

### EDUCATION

Georgia Institute of Technology  
Traffic Engineering

University of Wisconsin - Parking  
Lot Design

University of Maryland - Matching  
Transportation Operating  
Characteristics to Human  
Capabilities

University of Maryland - Traffic  
Calming



## EDUCATION (CONTINUED)

Ourston & Doctors - Roundabout Analysis and Design

American Association of State Highway and Transportation Officials - Roadside Design

ITE - International Conference on Modern Roundabout Analysis Using Rodel and SIDRA

University of Maryland - Site Impact Analysis

TRB-3D in Transportation Symposium & Workshop

WSDOT - Traffic Roundabouts Conference 2000

University of Maryland - Critical Lane Analysis

SHA-MDOT Certified Temporary Traffic Control Manager

Parksmart Green Garage-Advisor (formerly Green Garage Assessor)

## Sample Project Experience (Continued)

### **City of Mount Rainier Bike Lane Plans - City of Mount Rainier, MD**

Engineering Designer for the preparation of signing and marking plans for bicycle compatibility in the City of Mount Rainier. Conducted field surveys along each corridor to determine proposed bike lane routes. Designed bike lane route including signing and pavement marking details.

### **Village of Martins Addition / Brookville Road Sidewalk Study -**

Engineering Designer assigned to conduct a traffic study of the entire village street system. Prepared traffic calming study to reduce cut through traffic. Made recommendations for better signage and pavement markings along with pedestrian sidewalk installations with preliminary cost estimates. Prepared conceptual improvement plans for upgrading sidewalk area and ADA ramps. Made recommendations to replace narrow sidewalks and for a new crosswalk at Brookville Road and Bradley Lane.

### **Notre Dame Preparatory School - Baltimore County, MD**

Conducted parking and circulation studies to determine impacts of additional students and faculty. Traffic counts conducted to determine existing vehicle volumes. Prepared multiple design concepts for altering the site to increase circulation and parking operations.

### **Canton Waterfront Park Parking Study - Baltimore, MD**

Conducted turning movement counts at access points along with parking and circulation studies for the Master Planning of the future park. Parking Occupancy reviewed to determine requirement of additional parking.

### **McHenry Row - Baltimore, MD**

Provided access design and parking layout for this large redevelopment of an inner city area that includes mixed-uses, retail and housing.

### **Johns Hopkins University Bayview Campus – Baltimore, MD**

Provided multiple geometric improvement plans for on-site and off-site intersections and roadways. He also performed analyses to determine the proper location and design of an 800-space parking garage on-site.

### **Westphalia Town Center - Prince George's County, MD**

Project Manager for all preliminary Bus Rapid Transit alignment designs. Prepared multiple design alignments for the BRT system. Prepared preliminary cost estimates for BRT installation and road improvements.

### **Crown Farm Project - Gaithersburg, MD**

Managed project and design team for preparation of all conceptual road improvement designs for road networks including signing and pavement marking plans and maintenance of traffic plans.





[www.trafficgroup.com](http://www.trafficgroup.com)

# Capability Statement

UEI: GLMULJ5F5Z98

NAICS: 541330

CAGE Code: 3GRY8

Maryland SBE

Maryland VSBE

Charles County MBE

Howard County MBE

Montgomery County MFD

Prince George's County MBE

New York State SDVOB

Virginia SWaM

Established in 1985, The Traffic Group, Inc. (TTG), a Service-Disabled Veteran-Owned Small Business, is one of the nation's leading traffic engineering and transportation planning firms. Our **staff of more than 90 professionals** includes nine Professional Engineers/Professional Traffic Operations Engineers (P.E./PTOE), two Professional Transportation Planners (PTP), three Road Safety Professionals (RSP), a Green Garage Assessor, and a certified LEED Green Associate. **For over three decades, we have undertaken thousands of traffic engineering studies for federal/state/local government agencies** and private sector clients. We have consequently become knowledgeable of, and sensitive to, issues related to each sector's responsibilities and the need for effective planning and engineering of transportation infrastructure to accommodate growth and protect the public's safety. Our full spectrum of transportation solutions includes:

## Traffic Engineering & Transportation Planning Services

- Capacity Analyses
- Computer Modeling
- Corridor Progression Studies
- Expert Testimony
- Feasibility Studies
- Master Planning and Zoning
- Network Simulation
- Roundabout Analyses
- Site Development & Access
- Traffic Calming
- Traffic Forecasting
- Traffic Impact Studies
- Traffic Safety Evaluations
- Traffic Signal Warrant Analyses
- Trip Generation Studies

## Traffic Engineering Graphics & Design Services

- Conceptual Geometric Design
- High Accident Location Remedies
- Lighting Plans
- Maintenance of Traffic Plans
- Parking Circulation and Needs Studies
- Pavement Marking Plans
- Roundabout Design
- Signing Plans
- Specifications for Traffic Signal Equipment
- Traffic Control Plans
- Traffic Signal Design

## Traffic Data Collection Services

- Automated Pedestrian and Bicycle Counts
- Delay Studies (Stop and Signal)
- Gap Studies
- Intersection Turning Movement Counts (Manual and Video)
- Mechanical Classification, Speed and Volume Counts
- Non-Intrusive Classification, Speed and Volume Counts
- Origin and Destination Studies (ALPR and Bluetooth)
- Parking Lot Occupancy and Turnover Studies
- Queuing Studies
- Travel Time Studies

### Headquarters

9900 Franklin Square Drive, Suite H  
Baltimore, MD 21236  
410.931.6600 | 1.800.583.8411

### Contacts

Wes Guckert, PTP  
President & CEO  
Mobile: 410.440.9227 | Email: [wguckert@trafficgroup.com](mailto:wguckert@trafficgroup.com)

### Project Offices

Arkansas, Florida, Maine, Mississippi, New York,  
North Carolina, Ohio, Pennsylvania, South  
Carolina, Texas, Utah, Virginia, West Virginia

### Renata Haberkam

Director of Business Development & Federal Contracting  
Liaison Officer  
Mobile: 410.935.2653 | Email: [rhhaberkam@trafficgroup.com](mailto:rhhaberkam@trafficgroup.com)

# Representative List of Local & State Government Projects

## Local Government Projects

### City of Bowie

- New City Hall Traffic Impact Study

### Howard County

- Traffic & Transportation Engineering Services  
On-Call Contract

### Salisbury/Wicomico County

- Pemberton Dr. Corridor Study
- US 13 North @ Foskey Lane @ Bi-State Boulevard  
Area Corridor Study
- Mill Street/Carrol Street/Riverside Drive/Camden  
Avenue Corridor Study
- South Division Street/College Avenue/Beaglin  
Park Drive/Snow Hill Road Area Corridor Study
- Wicomico County Transportation Plan

### Somerset County

- Westover Small Area Traffic Study

### Town of Berwyn Heights

- Comprehensive Traffic Study

### Town of Ocean City

- Ocean City Trip Generation Study

### Worcester County

- West Ocean City Transportation Study

## Regional Metropolitan Projects

### Traffic Data Services for:

- Baltimore Metropolitan Planning Council
- Fargo-Moorhead Metropolitan Council of  
Governments
- Genesee Transportation Council
- Syracuse Metropolitan Transportation Council
- Thurston Regional Planning Council
- Washington Council of Governments
- Wilmington Area Planning Council

## State Government Projects

### Statewide Traffic Data Services for:

- Arkansas Department of Transportation
- Delaware Department of Transportation
- Georgia Department of Transportation
- Hawaii Department of Transportation
- Maine Department of Transportation
- Maryland State Highway Administration
- Mississippi Department of Transportation
- New York Department of Transportation
- North Carolina Department of Transportation
- North Dakota Department of Transportation
- Ohio Department of Transportation
- Pennsylvania Department of Transportation
- South Carolina Department of Transportation
- Texas Department of Transportation
- Virginia Department of Transportation
- West Virginia Division of Highways







# Konterra Town Center

## CLIENT

Konterra, LP

## LOCATION

Prince George's County

## Overview

A premier business and residential community, Konterra straddles I-95, just one exit north of the Capital Beltway. Konterra Town Center is planned to include upscale retail, shopping, and dining destinations, intermixed with office and residential uses. The Traffic Group was tasked with taking this raw low-density project through rezoning, design, and Adequate Public Facilities Ordinance (APFO) approval. The challenge: ensure the 10 million square foot mixed-use space can be adequately accommodated without the need of a transit system to serve a substantial number of riders. Working with government agencies to ensure they had a clear understanding of trip generation rates for a large mixed-use development, The Traffic Group was able to successfully design an on-site road network that consists mainly of two-lane internal roads, due to the redundant and parallel roads, and an off-site road network that has been constructed and is now ready to support the development. Our analysis and designs were approved by all government agencies with little debate, and our established reputation was paramount in convincing government agencies of the road network necessary to support the project.





# Maple Lawn Farms

## CLIENT

Greenebaum & Rose Associates, Inc.

## LOCATION

Howard County, MD

## Overview

Maple Lawn Farms is Howard County's first Traditional Neighborhood Design (TND) development. As such it posed a number of challenges. Two significant challenges included: how to show agencies that the project could be built with smaller, narrower roads; and that two major multi-lane roundabouts along MD 216 could co-exist with two other State roundabouts already in operation. Working closely with stakeholders, The Traffic Group successfully designed a road system and two additional roundabouts along MD 216 (from US 29 westerly to the second entrance to Maple Lawn Farms) that efficiently serve the development today.







# MGM National Harbor

## CLIENT

MGM Resorts

## LOCATION

Prince George's County, MD

## Overview

A world class-class destination resort casino, the MGM National Harbor will offer a luxury hotel, fine dining from local and celebrity chefs, world-class entertainment, shops from among the finest retailers in the world, and a luxurious spa. Upon completion, MGM National Harbor will echo the level of quality of other well-known first-class MGM Resorts, such as Bellagio, MGM Grand, Mandalay Bay, and The Mirage. Access to the site is by way of two State highways which front the casino building. Given the sheer size of the casino and the number of parking spaces needed to service the resort, convincing government there will not be a traffic problem was monumental.

The Traffic Group undertook extensive traffic studies, including simulations, parking analyses, and signage design to assure the Maryland State Highway Administration and Federal Highway Administration and local government that the complex interchanges at National Harbor would not be impacted. Overflow parking will be available to house employees during major events at the casino and the signing changes on the Interstate will be key in directing patrons to the proper access points from the Interstate system to the arterial and local road system. Our analyses and designs were approved by all government agencies and MGM National Harbor is going to function in a safe and efficient manner.

